

## By Authority



FOREIGN OFFICE, 1  
Honolulu, March 14, 1891.  
This day had audience of the Queen:  
His Excellency John L. Stevens, United  
States Envoy Extraordinary and Minister  
Plenipotentiary.  
Commander Joshua Bishop, U. S. N.,  
commanding U. S. S. Iroquois.  
Henry C. Machette, Paymaster U. S. N.,  
Jno. H. Morong, Lt. Comdr. U. S. Navy,  
U. S. S. Iroquois.  
Lieutenant C. A. Clarke, U. S. Navy, U.  
S. S. Iroquois.  
Lieutenant J. C. Burnett, U. S. Navy,  
U. S. S. Iroquois.  
Lieutenant H. W. Harrison, U. S. Navy,  
U. S. S. Iroquois.  
Lieutenant George Barrett, U. S. Ma-  
rines.  
Ensign Joseph L. Jayne, U. S. Navy;  
Ensign A. M. Beecher, U. S. Navy;  
L. G. Henneberger, Surgeon U. S. Navy;  
C. F. Stokes, Asst. Surgeon U. S. Navy.  
To which audience His Excellency John  
L. Stevens was introduced by His Excel-  
lency Hon. Samuel Parker, Her Majesty's  
Minister of Foreign Affairs, Mr. Stevens  
presenting Commander Bishop, who then  
introduced his officers.  
Her Majesty was attended on this occa-  
sion by His Excellency Hon. John Owen  
Dominis, Her Majesty's Consort and Gov-  
ernor of Oahu; Hon. A. S. Cleghorn; His  
Excellency Hon. Samuel Parker, Her Ma-  
jesty's Minister of Foreign Affairs; Major  
James W. Robertson, Her Majesty's  
Chamberlain; Col. J. H. Boyd, A. D. C.;  
Major John D. Holt, A. D. C.; and Major  
H. F. Bertelmann, A. D. C.  
The following ladies of the Court were  
also in attendance on Her Majesty: Mrs.  
C. B. Wilson, Mrs. W. H. Aldrich and Mrs.  
C. H. Clark.  
1306 2714-11

It has pleased Her Majesty the Queen to  
appoint the following named gentlemen as  
Members of Her Personal Staff with the  
rank of Colonel:  
Hon. Curtis Piehu Lanke, Col. James  
Harbottle Boyd, Hon. Robert Hoapili Baker,  
Major John Dominis Holt, Jr., Major Henry  
F. Bertelmann, Hon. John T. Baker,  
Hon. Wm. Henry Cornwell.  
Iolani Palace, March 14, 1891.  
2712-21 1306-11

It has pleased Her Majesty the Queen to  
appoint  
James William Robertson, Esq., and  
Captain Samuel Newell,  
Members of the Staff of the Governor of  
Oahu, with the rank of Major.  
Iolani Palace, March 14, 1891.  
2712-21 1306-11

**Reward.**  
A reward of \$250 will be paid to any per-  
son who will give information which will  
lead to the arrest and conviction of the  
person or persons who have committed  
burglaries within three weeks last past.  
CHAS. B. WILSON, Marshal.  
Honolulu, March 12, 1891. 2712-155

**Reward.**  
A reward of \$500 will be paid to the per-  
son who will give information which will  
lead to the arrest and conviction of the  
person or persons who set Hon. A. Ross's  
house on fire on the morning of the 10th  
inst.  
CHAS. B. WILSON, Marshal.  
Honolulu, March 12, 1891. 2712-155

**Reward.**  
A reward of \$100 will be paid to the per-  
son who will give information which will  
lead to the arrest and conviction of the  
person or persons who stole from the  
premises of Geo. L. Dall, situated on  
School street near Liliha street, Four  
Fancy Roosters on the night of March 11,  
1891.  
CHAS. B. WILSON, Marshal.  
Honolulu, March 12, 1891. 2712-155

**Tenders for School Houses.**  
Tenders will be received at the office of  
the Board of Education until TUESDAY,  
the 31st inst., at 12 o'clock noon, for build-  
ing and completing a two-story school  
house, with six rooms, in the town of Hilo,  
Hawaii, and one with two rooms on the  
premises of the Government English  
school in Lahaina, Maui.  
Plans and specifications for the Hilo  
house may be seen at the office of Mr. L.  
Severance, School Agent, Hilo, Hawaii, and  
for the Lahaina house at Mr. H.  
Dickenson's, Lahaina, Maui. Plans and  
specifications for both buildings can also  
be seen at the office of the Board of Educa-  
tion, Honolulu.  
The Board does not bind itself to accept  
the lowest, or any bid.  
By order of the Board of Education.  
W. JAS. SMITH, Secretary.  
Education Office, March 12th, 1891.  
2712-31 1306-21

It has pleased Her Majesty the Queen to  
appoint CHARLES B. WILSON, Esq.,  
Marshal of the Kingdom, vice C. L. Hop-  
kins, Esq., resigned.  
W. AUSTIN WHITING, Attorney-General.  
March 9, 1891. 1306-41 2709-1w

## SPECIAL BUSINESS ITEMS.

Go to Sachs' store and see the  
new Directoire Suits in Plaid  
and Roman stripes.  
Nellie Bly Caps, in silk or cas-  
hmere cream or colored at  
Sachs' store 104 Fort Street.  
The new Directoire Hat, can be  
seen at Sachs' store, they are  
new, nobby and very stylish.  
2712 31

If a man could live a thousand  
years he would probably spend the  
last fifty fretting over what he  
might have done in the previous  
wasted time.

THE DAILY  
PACIFIC COMMERCIAL ADVERTISER

Be just and fear not;  
Let all the ends thou aim'st at be  
Thy Country's, thy God's, and Truth's.

MONDAY, MARCH 16, 1891.

THE mail received by the Ala-  
meda confirms the statement before  
published that Congress refused to  
pass the Cable bill. This is much  
to be regretted, though it may be  
presented to the next Congress in a  
modified form, giving to the  
United States and Hawaiian Gov-  
ernments an interest equal to any  
cash advanced by them to aid in  
its construction. If this new fea-  
ture can be introduced, it will aid in  
securing the passage of the mea-  
sure, as the principal objection  
raised by its opponents was that  
the Government received no com-  
pensation for the aid furnished by it.

The appropriation of \$700,000 for  
improving the entrance to Pearl  
Harbor was adopted by Congress,  
and it is believed that work will be  
commenced as soon as arrange-  
ments for doing so can be com-  
pleted. If the obstructions consist,  
as has been stated, chiefly of a  
layer or patches of coral resting on  
sand, the removal of the coral, by  
the improved methods now in use,  
ought not to be an insuperable  
task. The carrying out of this  
proposed work will make a won-  
derful change in the future of that  
beautiful lagoon.

## THE MAIL BILL PASSED.

The Mail Contract bill has passed  
at last, in just the shape in which  
it has been favored by the Examiner.  
As it stands now, it is not a subsidy  
grab, but a clean provision for honest  
compensation for service rendered  
the public.

The bill provides for contracts for  
carrying the mails on steamers of  
American build. Ships of the first  
class are to be of not less than 8,000  
tons burden and 20 knots speed.  
Those of the second class are to be  
of at least 5,000 tons and 16 knots.  
Those of the third class are to reach  
2,500 tons and 14 knots. Those of  
the fourth class are to be of not less  
than 1,500 tons and 12 knots. The  
vessels of the first three classes are  
to be built in accordance with the  
plans of the Navy Department and  
are to be suitable for use as  
cruisers in time of war. The pay is  
to be \$4 per mile for each outward  
voyage to steamers of the first class,  
\$2 per mile for steamers of the second  
class, \$1 per mile for those of the  
third and 66¢ cents for those of the  
fourth class.

If the Alameda and Mariposa  
should meet the requirements of the  
Navy Department they would fall in  
the third class, and would draw  
\$1 per mile, or \$7,200 per voyage.  
At the rate of a voyage per month  
this would give the Oceanic Com-  
pany \$86,400 a year. But it is prob-  
able that the company will imme-  
diately try to gain the benefit of  
higher rates by building larger ships  
and running them oftener. A fort-  
nightly service with vessels of 5,000  
tons would pay \$14,400 every two  
weeks, or \$37,440 a year. The differ-  
ence would be worth having.  
The passage of this bill means the  
salvation of our Australian and  
Asiatic lines from Canadian competi-  
tion. It also means, in all proba-  
bility, the improvement of the  
Panama service, the extension of the  
Pacific Mails lines down the west  
coast of South America, and the es-  
tablishment of steam communication  
with Tahiti and other ports of the  
Pacific. It will be a great thing for  
San Francisco.

And now that we are to have the  
ships, when are we to be allowed to  
have something to carry in them?—  
Examiner, March 3.

## Saturday's Matinee.

Under the circumstances of having  
such a short public notice the Opera  
House was very well filled to hear  
Rice's Evangeline Company. The  
entertainment consisted of a variety  
of songs, dances, impersonations and  
an exhibition of the phonograph.  
Mr. E. E. Rice presided at the piano,  
giving some splendid selections.  
The songs of Misses Karl, Earl,  
Paul, and Cole were not up to the  
expectation of those gathered to  
hear them, but their kicking, judg-  
ing from the look of many surprised  
faces, certainly reached the highest  
point.

Mr. Geo. K. Fortescue, in his  
burlesque impersonations of Little  
Lord Fauntleroy and the bashful  
little girl "in love with the man in  
the moon" was simply immense all  
around. There is enough both of  
Mr. Fortescue and his acting to  
keep an audience in an uproar for  
an entire evening.

But the best of all, perhaps, was  
the phonograph exhibition. Under  
charge of Mr. McMahon quite a  
number of songs, speeches, etc., were  
produced, to the delight of the audi-  
ence. The climax was reached when  
one of Prof. Berger's new marches,  
"Liliuokalani" was given. The  
Hawaiian Band having played the  
march into the phonograph, it was  
immediately reproduced, and so well  
and clearly was it reproduced that  
the pleased audience could hardly  
refrain from applause till the end.  
If that cylinder is kept intact and  
the phonograph "plays" it elsewhere  
as well as it did Saturday afternoon,  
Prof. Berger may well be proud of  
Hawaii's favorite. Hawaii Pono  
was partly played and sung into the  
graph, but was not so well repro-  
duced as the march.

## OUR SAN FRANCISCO LETTER.

Per O. S. S. Alameda, San Francisco,  
March 7, 1891.

(From our special correspondent.)

## Sugar Market and News.

New York, March 7th.—Cuban cen-  
trifugal 96 deg. 5 11-16, granulated  
6 5-10.

The local sugar market is quiet and  
without feature with the exception of an  
advance of one-half cent per pound for  
white sugar, which now rules at 6 1/2  
cents.

Hawaiian is still arriving at a lively  
rate and finds its way to the consumer  
as fast as it can be put through the re-  
finery.

Just before the close of the session of  
Congress, a bill was passed which per-  
mits refiners of sorghum sugar to with-  
draw spirits free of the internal revenue  
tax for use in refining and to redistill the  
same under proper Government regula-  
tions. This will be a great benefit to the  
sorghum sugar men.

## The Shipping Bills.

The Lower House of Congress gave  
the shipping bills, tonnage, etc., passed  
by the Senate, about as cold a reception  
as was accorded the Pacific Cable Bill,  
and on the wind-up of business they  
were all defeated, with the exception of  
a compromise measure known as the  
Marine Postal Subsidy Bill. It was  
made a part of the Postoffice Appropria-  
tion Bill, and appropriated \$1,250,000 for  
the transportation of foreign mails in  
American vessels.

The defeat of these important mea-  
sures was foreshadowed in our last ad-  
vice, and was largely due to the un-  
boredness of Congressmen Clinie and  
Geary, the Democratic members from  
California, who persistently opposed the  
measures, despite the urgent requests of  
the leading merchants of this city and  
the Democratic State Central Committee.  
Had these gentlemen not been possessed  
of the idea that the measures were un-  
democratic, the tonnage bills, granting  
bounties to both steam and sailing ves-  
sels, would undoubtedly have been  
passed.

When the Republicans saw that the  
bills were doomed to defeat, they suc-  
ceeded in having them re-committed for  
the purpose of arranging a bill more  
satisfactory to the Democrats. This  
they succeeded in doing, and the result  
was the Marine Postal Subsidy Bill, the  
provisions of which are as follows:

The Postmaster-General is authorized  
to contract, after due advertisement, with  
the lowest responsible bidder for terms  
not less than five nor more than ten  
years, with American citizens, for  
carrying mails on American steamships  
between points of the United States and  
such foreign ports, excluding Canada, as  
in his judgment will best promote the  
postal and commercial interests of the  
United States.

The compensation to be paid for mail  
service is as follows: First class \$4 per  
mile; second class \$2 per mile; third  
class \$1 per mile. The bill also pro-  
vides for a semi-monthly service to Aus-  
tralia, the extension of the Pacific Mail  
Company's lines down the west coast of  
South America, and the establishment of  
connection with Tahiti and other isolated  
Pacific ports.

The Pacific Cable Measure De-  
feated.

Since last advices to the ADVERTISER,  
Congress has had more or less of a  
struggle with the Pacific Cable bill, and  
at one time just before the session  
reached its closing hours there were  
bright prospects of its passage. The  
measure, the bill went through the  
Senate all right as an amendment to the  
Diplomatic and Consular Service bill, but  
the Democrats in the House fought the  
cable amendment hotly from first to last,  
and finally refused to accept it. A con-  
ference was ordered with the Senate, and  
as a result the latter body was notified  
that the House would not accept the  
amendment. This action took place in  
the last hours of the session, and as it  
threatened to defeat the measure, the  
Diplomatic bill in this Congress, the  
Senate was forced to recede from its  
amendment and the bill was finally  
passed with the cable measure stricken  
out. As Congress was on the point of  
adjourning, it was impossible to present  
the cable measure as a separate bill and  
it was defeated. It is generally believed  
by the friends of the bill that it would  
have fared much better if it had been  
brought up on its own merits and some  
of its strongest opponents strenuously  
objected to its being tacked on to the  
Diplomatic and Consular Bill. The  
principal cause of its failure, however,  
was the Democratic doctrine which op-  
poses all forms of subsidy. This being  
the case the prospect for the  
measure in the next Congress will be  
very poor as that body, particularly in  
the House, will be overwhelmingly  
Democratic.

Great disappointment is expressed in  
commercial circles in this city over the  
defeat of the Cable Bill, as it was re-  
garded as of vast importance to San  
Francisco commercially and to the na-  
tion politically.

To show the attitude of the House  
regarding the measure it is only neces-  
sary to state that upon the motion to  
recede to accept the Senate's cable  
amendment to the Diplomatic Bill,  
there were 202 ayes and no dissenting  
vote.

In connection with the cable question  
it will be interesting to know that a dis-  
patch from New York intimates that the  
failure of the bill to pass was largely  
due to the machinations of one Celso Cesar  
Moreno. This individual made himself  
very conspicuous in Washington during  
the latter part of the session and op-  
posed the Cable Bill on the ground that  
the cable would be laid without any fi-  
nancial assistance from the Government. He  
recalled the fact that in 1879 the United  
States Government granted a charter to  
a company of which Moreno, J. C.  
Flood, Leland Stanford, and several  
other California millionaires were mem-  
bers, to lay a cable across the Pacific to  
China, via Honolulu. This company was  
guaranteed a subsidy of \$1,000,000  
by the Hawaiian Government, but Mo-  
reno declared to the opposing members  
of the Pacific Cable Bill in the House,  
that if the United States would renew  
the old charter, his company were ready

to go ahead at once and lay the cable  
without one cent of subsidy.  
Moreno in San Francisco is denounced  
as a rank old fraud, but there is good  
evidence to show that his empty mouth-  
ing in Washington assisted in defeating  
the Cable Bill.

## San Francisco News.

John C. Quinn has been made Col-  
lector of Internal Revenue succeeding  
the late William H. Sears.  
W. R. A. Johnson has been succeeded  
as agent of the Pacific Mail Company by  
J. M. Now who is now agent at Panama.  
It is said that Williams, Dimond & Co.  
may again become local agents.

The Harbor Commissioners have  
awarded the contract to complete the  
seawall across Market street to the San  
Francisco Bridge Company for \$83,987.  
Governor Markham has signed the  
bill appropriating \$300,000 for the  
World's Fair and preparations will be  
made at once to collect the display.

Some of the patients treated with  
Koch's lymph at the various hospitals  
show great improvement while others  
are better. Dr. Beck of San Fran-  
cisco has a letter from Sir Morell Mac-  
kenzie in which he considers the lymph  
good for lupus and possibly leprosy but  
not for tuberculosis.

Commodore T. H. Allen the well-  
known stevedore is dead.  
Senator George Hearst, the million-  
aire miner, turman and politician died  
in Washington on the 28th ult. after a  
long illness. M. M. Estee, C. N. Felton,  
F. Williams, M. H. de Young, and  
George C. Perkins are mentioned as his  
successors.

## A \$12,000 Towage Bill.

J. D. Spreckels & Bros. have the dis-  
tinction of earning possibly what is the  
largest towage bill assessed against a  
vessel during the past ten years.

On the 23d ult. a report was received  
that a ship was in distress near Point  
Reyes and two of Spreckels' tugs the  
Relief and Active and two of the opposi-  
tion the Wizard and Sea King started on  
a race for her. The Relief beat them all  
out. When the Relief came up to the  
ship it was discovered that she was the  
Jessomene from Newcastle, N. S. W.,  
which had been partially dismasted in  
the heavy storm in which the Elizabeth  
was lost. She drifted up under Point  
Reyes where her anchors were thrown  
out and held her until the tug came. At  
that time a terrible storm was raging  
and the vessel was in imminent danger  
of going ashore.

"Want a tow?" asked Captain Has-  
kell of the Relief approaching the Jes-  
somene.  
"Yes! Give you \$500 to take me to  
San Francisco," replied Captain Zeal of  
the Jessomene.

"Twelve thousand!" replied Captain  
Haskell.  
"Make it six."  
"No. Twelve thousand," replied Has-  
kell again.

"Give me a lift then."  
That settled the bargain. Captain  
Zeal, acting for the underwriters, has  
refused to pay, and Spreckels has  
succeeded in getting the ship in a  
court of law. The ship is now in the  
hands of the court, though Pilot Dolliver  
says that the tow was worth not \$12,000,  
but \$20,000.

## Shipping News.

The new cruiser San Francisco has  
been ordered to Chile to protect Ameri-  
can interest. The Baltimore and Pen-  
sacola are already there.

The Cunard Company will this sum-  
mer send two new 12,000 ton vessels for  
the transatlantic fleet. Five days is the  
time they are expected to make across  
the ocean.  
Two new vessels for the English navy,  
the Royal Arthur of 7,700 tons, and the  
Royal Sovereign, of 14,150 tons, were  
launched at Portsmouth, Eng., on the  
26th inst. Queen Victoria and the  
Prince of Wales both witnessed the  
launch.

The Canadian Pacific Company's  
round the world excursions by the new  
steamers Empress of India, Empress of  
China and Empress of Japan are pro-  
nounced a great success.

An attempt was made to sink the  
coasting steamer Corona on her last trip  
from San Diego. Some one cut the rudder  
lines and tried to open a lower port.

The Alameda has about 6,000 bags  
of sugar bound for the Colonies to make  
up a deficiency in the Colonial market.  
J. D. Spreckels & Bros. have libel-  
led the ship Hesperides and bark Alex. Mc-  
Neil for salvage due to separating the  
vessels after they had collided in a recent  
storm on the bay.

The sealer J. H. Lewis has returned  
to port with nine men in irons. There  
was a mutiny on board. She sailed on  
the 11th.

T. P. H. Whitelaw has bought the  
wreck of the Elizabeth for \$200. He al-  
ready bought the right to salvage all property  
below the low water line for eighty per  
cent. of the value of the goods saved.

The brig J. D. Spreckels arrived on  
the 27th ult., having broken the round-  
trip record to Kaituma. She left San  
Francisco Jan. 29th, and returned in  
29 1/2 days. Her three last round trips  
were 36, 35 and 29 1/2 days. This is a  
splendid record.

## New Advertisements.

H. Hackfeld & Co.,  
—HAVE—  
Just Received

PER IRON BARKS CHARLOTTE  
AND J. C. PFLUGER, FROM  
GERMANY AND ENG-  
LAND:

White Bros. Portland Cement,  
(full weight);  
Fire Bricks, Fire Clay,  
Rock Salt,  
Steel Rails, Fish Plates, Bolts and  
Spikes,  
Saw Coolers,  
Sheet Lead, Sheet Zinc,  
Fence Wire Staples, black and gal-  
vanized;  
Stockholm Tar,  
Rags, Bagging and Twine,  
Wrapping Paper, Printing Paper,  
AN ASSORTMENT OF  
Stack & Brownlow's Filters,  
Vienna Furniture and Iron Garden  
Furniture,  
Pianos, etc.,  
GROCERIES,  
Mineral Waters,  
Liquors, Beer, etc.,  
Crockery and Glassware, Demijohns,  
etc., etc., etc. 2714-1f

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Liquors, Beer, etc.,  
Crockery and Glassware, Demijohns,  
etc., etc., etc. 2714-1f

White Bros. Portland Cement,  
(full weight);

## New Advertisements.

## WINDMILLS.

If you want a windmill to be op-  
erated by the least possible wind

Buy an Aeromotor.

If you want a windmill that has  
little machinery and that little of the  
very best quality

Buy an Aeromotor.

If you want a windmill that does  
not get "cranky"

Buy an Aeromotor.

If you want a windmill that will  
pump water to your house and thus  
add twenty years of solid comfort to  
your life

Buy an Aeromotor.

If you want a windmill that will  
pump water for your house, and your  
barn, that will run the feed cutter,  
the corn sheller and the buzz saw

Buy an Aeromotor.

If you want a windmill that will  
not rust or rot, that will not blow  
down in a gale of wind and will  
operate as well in strong or light  
winds

Buy an Aeromotor.

The Aeromotor will last longer, give  
better satisfaction and is cheaper  
than any other windmill on the  
market.

For sale by

THE HAWAIIAN HARDWARE  
COMPANY.

Fort street, Opposite Spreckels'  
Bank, Honolulu.

## THE "BEST" TONIC

CURES DYSPESIA,  
STRENGTHENS THE SYSTEM,  
RESTORES SOUND REFRESHING  
SLEEP,  
PRICELESS TO NURSING  
MOTHERS.

THE QUESTION IS SOMETIMES ASKED—  
Tell us concisely which ailments The  
"Best" Tonic will most effectively cor-  
rect? Here is the answer: Dyspepsia,  
All Nerve Troubles, Loss of Sleep, Loss  
of Appetite, General Debility, Exhaustion  
from any cause. To those Recovering  
from Illness, nothing better can be  
prescribed.

## A WALKING MATCH.

FOR ATHLETES. "We the undersigned  
participants in the six-days' walking  
match, ending at the Mechanics' Pavil-  
ion, February 27, 1891, fully endorse the  
vitalizing effects of The "Best" Tonic."  
—Frank Hart, Charles J. Sheridan, Gus  
Guerrero, Pat Guerrero, Old Sport Cam-  
pana, James Davis, Oofy Gooty, John  
Brodie, E. C. Moore, Thomas Howarth,  
George Cartwright, James Leaby, Gus  
Brown, L. Crozier.

W. C. PEACOCK & CO.,  
SOLE AGENTS HONOLULU.

P. O. Box 504. Telephone 46.  
1362 2688-3m

Eighteen head of  
Driving and Work Horses

Work to any harness—single or double.  
—ALSO—

ONE J. JERSEY.  
Pedigree furnished.

All the above Stock in good con-  
dition, and can be seen at WALKER & RED-  
WARD'S stables on King street.

## New Advertisements.

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Just Received

PER IRON BARKS CHARLOTTE  
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GERMANY AND ENG-  
LAND:

White Bros. Portland Cement,  
(full weight);  
Fire Bricks, Fire Clay,  
Rock Salt,  
Steel Rails, Fish Plates, Bolts and  
Spikes,  
Saw Coolers,  
Sheet Lead, Sheet Zinc,  
Fence Wire Staples, black and gal-  
vanized;  
Stockholm Tar,  
Rags, Bagging and Twine,  
Wrapping Paper, Printing Paper,  
AN ASSORTMENT OF  
Stack & Brownlow's Filters,  
Vienna Furniture and Iron Garden  
Furniture,  
Pianos, etc.,  
GROCERIES,  
Mineral Waters,  
Liquors, Beer, etc.,  
Crockery and Glassware, Demijohns,  
etc., etc., etc. 2714-1f

## New Advertisements.

H. Hackfeld & Co.,  
—HAVE—  
Just Received

PER IRON BARKS CHARLOTTE  
AND J. C. PFLUGER, FROM  
GERMANY AND ENG-  
LAND:

White Bros. Portland Cement,  
(full weight);  
Fire Bricks, Fire Clay,  
Rock Salt,  
Steel Rails, Fish Plates, Bolts and  
Spikes,  
Saw Coolers,  
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Stockholm Tar,  
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Wrapping Paper, Printing Paper,  
AN ASSORTMENT OF  
Stack & Brownlow's Filters,  
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